

## Prices and Prospects.

FURNACES SLACKEN THEIR GAIT  
TO FIT REDUCED COKE SUPPLY

Not Worrying As a Lessened  
Iron Output Is Believed  
a Good Thing.

## STRENGTHENS THE MARKET

No Decline in Prices Expected in View  
of the Existing Scarcity and Robot  
From That Condition is Not in Sight;  
Thought Price Control Will Continue

PITTSBURG, Dec 4.—Supplies of coke at blast furnaces are shorter still than a week ago but there are not many cases of banking of furnaces slackening their gait of production to fit with the coke supply. One of the Carnegie furnaces at Youngstown, banked ten days ago has gone into blast again but one or two other stacks have been banked.

Furnaces are not complaining of the coke shortage as they would have done a month ago as they feel that with the war over a curtailment in pig iron production is not an unmixed evil if indeed it is not actually a good thing. There is no heavy demand for pig iron and indeed there is relaxation all along the line from pig iron through finished steel products.

To some furnace men the chief objectionable feature of the curtailment in coke production is that it tends to strengthen the market position of coke. Mopes were entertained that the end of the war would result in a softening in coke prices. Furnace men are almost a unit in contending that the government price on coke is much more liberal than the government prices on pig iron that the coke operator has been given relatively larger profits than the blast furnace men particularly under conditions of the past few months. It is claimed that since government prices were first established the cost of making pig iron has increased more than the cost of making coke.

Coke operators profess to see no prospect of decline in coke prices. They point to the existing scarcity as one factor, to the heavy unsatisfied demand for Connellsville coke as another factor, as to prospects of an increased labor supply in the coke regions as still another. Many coke region workers have declared their intention to visit their native lands, or return for permanent residence as soon as they can secure vessel passage and there is no prospect of immigration to make up for the prospective effect.

There are no indications that the Fuel Administration will relinquish its control of coke prices in the near future. There was a theory that the control would be taken off whenever the War Industries Board should cease naming iron and steel prices, but that theory is not generally held now. One argument against it is the fact that the Fuel Administration has already indicated that it will probably call off bituminous coal limits December 15 while it will continue control of anthracite prices for some time and probably through the winter. The basis of this divergence appears to be that bituminous coal would be unlikely to advance upon removal of the maximum limit while anthracite would probably do so. By analogy the control of coke could continue until there was no likelihood of the open market advancing above the government limit. At the present time there is such a likelihood, by reason of the scarcity.

The coke market is likely to become very interesting in the next few weeks as blast furnace men estimate that they will not hesitate to seek lower prices for coke if occasion presents itself. With the present shortage it is admitted the time is not ripe. If pig iron should decline below the present government limit which is likely to disappear at the end of this month furnace men might represent to their sources of coke supply that they would have to go out of blast unless given relief by cheaper coke and as nearly all the coke contracts are on a requirement basis this might have a some effect. It is also suggested that furnaces are going to be more particular about coke quality in future. The quality of coke however has improved in material since the Fuel Administration took the matter in hand about three months ago.

Coke is so scarce that there are practically no market offerings except of screenings, but the market is quoted at the government limit since higher prices are not legal.

Furnace 1 hour selected \$5.00  
Foundry 1 hour selected \$5.00  
Crushed over 3/4 inch \$5.00  
Crushed over 1/2 inch \$5.00

The Pittsburgh coal market continues very strong on account of the sharp curtailment in production. Out put last week is believed to have been less than the week before when the Pittsburgh district showed about 500,000 tons against 1,200,000 ton a week before the influenza epidemic.

Consumers who have stocks are forced to draw on them. By product men are given preference in coal supplies as much as possible but are not fully supplied nevertheless.

As far as possible larger supplies of Connellsville coal are leased but the owners have to be content with getting quick delivery's keeping the mills open.

Government contracts for war steel are not all canceled. The Fleet

there is no likelihood of any increase in prices when government

## Review of the Connellsville Coke Trade.

## Statistical Summary.

COKE FREIGHT RATES	
The freight rates on coke from the Connellsville district which includes what is officially known as the Connellsville, Lower Connellsville, and the Basin district) and the Lower Connellsville region (often called the Klondike and sometimes the Masontown district) principal points for shipment are as follows:	for a net ton of 2,000 pounds
Sectional Rate	Rate
Baltimore	\$2.10
Buffalo	2.60
Boston	2.50
Chicago	2.50
Cleveland	2.20
Columbus	2.20
Detroit	2.90
St. Louis	2.60
Harrisburg	2.20
Jersey	2.20
Louisville	2.30
Milwaukee	2.50
New York	2.50
Philadelphia	2.50
St. Paul	2.50
Port Huron	2.50
Pottstown	2.50
Reading	2.50
Pittsburgh (B & O)	2.80
Pittsburgh (P. R. R.)	2.50
South Bethlehem	2.50
Swedesboro, Pa.	2.50
Triebo, O.	2.60
Wheeling	1.80
Valley Points	1.80
For Expert	
From Connellsville District	
Philadelphia (F. O. B. vessels)	\$2.40
Baltimore (F. O. B. vessels)	2.40
From Latrobe District	
Philadelphia (F. O. B. vessels)	2.20
Baltimore (F. O. B. vessels)	2.20

control is taken off. It is pointed out that the wagon mines would go out of business before the regular market could decline and even that has not occurred yet.

The pig iron market is very quiet but there is a fair run of inquiry for small prompt lots. No interest is manifested in extended deliveries. Opinions varies as to what will occur in pig iron when government control is removed. Less hopeful furnace men predict that the decline will be only a slight one and may not occur for a while but the more optimistic produce express the view that there will be an advance. One furnace interest has already fixed its new prices at \$30. Valley for either Bessemer or basic iron. The market remains quiescent a government limits as follows:

Former	\$15.00
Basic	2.20
2.20	2.20
Malleable	2.20
Gray Iron	2.20

These prices are f. o. b. furnaces freight from the Valleys to Pittsburgh being \$1.40 and from half a dozen detached furnaces somewhat less.

## EVERYONE TO DO OWN RECONSTRUCTING SINCE PRICE FIXING IS ENDED

Business Men Can Manage Affairs Without Government Dictation; Iron Makers Talk Higher Prices.

Special to The Weekly Courier

NEW YORK, Dec 4.—The American Metal Market and Daily Iron & Steel report will review the steel and iron trades tomorrow as follows:

It is a case of everyone doing his own reconstructing and this is in accordance with well known American principles. The War Industries Board has announced that it will engage in no further price fixing unless upon request backed by showing of urgent need and the board's chairman has resigned. The formalities will be attended to at a meeting in Washington next Wednesday between the board and the Institute price committee.

In his address to Congress which at every point has received some warm commendation in the iron and steel trade the President insisted that American business men want to manage their business themselves and are fully capable of doing so. With a keen sense of the industrial position the President suggested that this is the time for municipal improvement and reclamation and similar work which he has a some effect. It is also suggested that furnaces are going to be more particular about coke quality in future. The quality of coke however has improved in material since the Fuel Administration took the matter in hand about three months ago.

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PRODUCTION.	WEEK ENDING NOV. 20, 1918.			WEEK ENDING NOV. 23, 1918.		
	DISTRICT	Ovens	Out	Tons	Ovens	Out
Connellsville	19,602	13,591	5,811	13,725	19,602	13,753
Lower Connellsville	17,549	12,780	4,769	12,990	17,449	12,581
Totals	87,151	26,371	10,580	26,715	41,181	26,630
						212,103

## FURNACE OVENS

DISTRICT	Ovens	Out	Tons
Connellsville	16,926	11,627	5,299
Lower Connellsville	9,246	2,811	3,918
Totals	25,752	14,438	9,217

## MERCHANT OVENS

DISTRICT	Ovens	Out	Tons
Connellsville	2,676	2,164	512
Lower Connellsville	11,721	9,999	1,744
Totals	14,397	12,143	2,266

## SUMMARY

COKE, REDUCED TO COAL BASIS	355,072
Min. Coal shipped	192,018
Interstate Production, Coal Basis	577,110
	538,958

## COMMANDING OF COKE HAS CEASED BY OFFICIAL ORDER

Regional Coke Representative Relieved of Distribution Duties.

## PRICES ARE UNAFFECTED

By the Order Which Allows Distribution of Coke, Reduced to Coal Basis, May Cut Furnace Shipments.

Effective December 1 government regulations affecting the commanding of coke for industrial plants are no longer in force. At the same time the regional coke representatives of the United States Fuel Administration are relieved of their duties relating to distribution. Producers are now at liberty to make distribution according to the needs of their customers who are free of government restrictions except those affecting the maximum price they are to receive for their products.

In order to insure a steady supply of coke to those industries engaged in the manufacture of war munitions, materials and supplies, the Fuel Administration last March established a system of allocation whereby the shipment of coke to such industries was given preference over all other shipments. This was accomplished by orders directing the distribution of coke according to the needs of the war time industries leaving the coke producers no alternative but to comply with the orders given. For a time this worked some hardship especially to the lesser essential industries but as the production of these was later curtailed through government regulation distribution of coke to industrial plants was no longer a problem.

Railroad administration officials are said to feel opposition from coal producers. They point out that removal of price and zone restrictions now will again create a car shortage and eventually force the price of coal up once more. The zoning plan has saved over 160,000,000 car miles according to railroad officials.

The creation of the Fuel Administration expires with the proclamation of peace. Whether the Railroad Administration can enforce the zoning system without additional legislation is questionable.

It is expected the bituminous branch of the Fuel Adminstration will be disbanded by January 1, 1919 but the anthracite bureau will be continued for some time.

We hereby cancel all orders placed by us requesting you to ship coke to industrial plants.

Orders covering shipments of coke to government agencies and for domestic purposes remain in force.

Beginning today we will make your own arrangements for disposition of your coke.

This and the official notice to the public concerning the commanding of coke is as follows:

By Product Output Showed a Slight Gain Due to Increase in Capacity Week of Nov. 23.

According to the report of the United States Geological Survey the production of bituminous coke increased slightly in the week ended November 23 from 5,100 tons to 5,180 tons. The percentage of capacity gained in output increased however from 88.7% to 90% and the increase in output is due to a gain in capacity mainly in Pennsylvania and Ohio, the chief factors being preference given to all other shippers.

This was accomplished by orders directing the distribution of coke to the state fuel administrator to bring the plan into effect.

The production of bituminous coke in the United States in the week ended November 23 is estimated at 521,000 tons, a decrease of nearly 6% per cent below the previous week.

Although the output of bituminous coke increased the total production of coke declined.

Two thirds of the decrease in output of bituminous coke was in the long distance regions where shortage of labor continues to be the chief limiting factor.

## RAILROADS WILL REVERT TO OWNERS, CONFIDENT BELIEF

Stockholders, Travelers and Shippers Demand Return of Properties.

### ACTION MAY COME SOON

As Result of Efforts Now Being Made to Affect a Revision to the Pre-War Status; Ownership Bills to be Introduced in the Present Congress.

Upon the authority of persons high in the councils of the governing powers of Washington, F. A. Layman, railroad editor of the Pittsburgh Dispatch, declares that the railroads, commanded by the government last winter as an exigency of the war, and now operated by it, are certain to revert to their owners much sooner than was anticipated originally, and events of the past few days appear to assure that consummation at a comparatively early day, certainly before the end of 1919.

The powerful organization of railroad security owners, formed by the way, long before the seizure of the roads, already has arranged to invoke the assistance of the courts in its endeavor to regain possession of its various properties, while the equally influential National Industrial Traffic League, whose membership comprises the traffic departments of a majority of the principal industrial concerns of the country, has placed itself on record as demanding the return of the carriers to their former control, its action being especially significant in view of its erstwhile antagonism to them.

In a word, the public, which under the present management is required to pay 33 per cent more to travel than it did prior to the era of government operation of the railroads, while not afforded nearly the accommodations formerly enjoyed, as well as the shippers who are being mulcted from 40 to 60 per cent more for the transportation of their products without a quid pro quo, have joined in the effort to effect a revision of railway conditions to the pre-war status.

Per contra, the railroad administration, taking cognizance of the growing dissatisfaction of the public with its methods, already has begun to make concessions, the first of which became effective Sunday in form of a waiver or further imposition of the premium of half a cent per mile on Pullman privileges and the transportation rate, accordingly, will be the same for all travelers, whether journeying by coach, chair car or sleeper, and this notwithstanding an estimated loss of revenue approximating \$50,000,000 per year in consequence, which will swell by that much the deficit of nearly \$1,000,000,000 that will have accrued by December 31 as the result of government operation, according to the estimates of the authorities at Washington.

Moreover the deficit must be made good by the Federal Treasury and in the final analysis paid by the public in the form of taxes in addition to the greatly increased imposts for travel and freight transportation charges already referred to. Hence the insistence in so many influential quarters upon the return of the railroads to their owners for operation and a reversal to the conditions formerly obtaining.

Proponents of government ownership, however, are planning to make a hard fight to have the Administration continue in control of the carriers for the full period of the "21 months after the declaration of peace," and Pittsburgh railroad men who have just returned from the National Capital are authority for the statement that at least two measures having for their purpose that end have been drafted and will be introduced in Congress shortly, one by Senator Cummings of Iowa and the other by Senator Norris of Nebraska, both avowed advocates of government ownership of all public utilities.

By the terms of the first-mentioned, should it be enacted into law, the government would require the government to purchase all the railroads in the country at valuations to be fixed by the Inter-State Commerce Commission, most of which would be leased subsequently to operating companies financed by private capital, the remainder being retained and operated directly by itself.

Senator Norris' bill, on the contrary, proposes the organization of a corporation to be financed by the Federal Treasury and which not only shall acquire them through the agency of a board of five members to be appointed by the President, confirmed by the Senate and hold office during good behavior. The Norris measure, furthermore, provides that a considerable amount of the stock of the proposed corporation should be offered to the public for subscription, a further amount to be offered to employees of the roads themselves upon favorable terms and the author describes it as "public" ownership, as differentiated from "government" ownership as contemplated by the Cummings bill.

### R. R. WAGE ADVANCE

Title Not Retroactive to January 1 Like the General Advance.

Springfield Township Residents in Litigation Over Land.

Title of sixty-six acres of coal in Springfield township is an issue in the equity proceedings instituted by Lizzie B. Sparks against J. W. Barger, Nell Barger and G. H. Barger, hearing in which was held yesterday afternoon before Judge E. H. Reppert. The contention of the plaintiff is that Barger recorded a deed conveying the property to him before the transaction was completed.

Barger claims that he offered part payment of the purchase price with a mortgage covering the balance which the plaintiff refused to accept.

### PARTIAL MERGER OF RAILROADS

Continued from Page One.

adequate, and efficient transportation at the lowest cost consistent with that service. To this end there should be provision for (1) the prompt merger without friction of all the carriers' lines, facilities, and organizations into a continental and unified system in time of stress or emergency; (2) merger within proper limits of the carriers' lines and facilities in such part and to such extent as may be necessary in the general public interest to meet the reasonable demands of our domestic and foreign commerce; (3) limitation of railway construction to the necessities and convenience of the government and to the public, and assuring construction to the point of these limitations; and (4) development and encouragement of inland waterways and coordination of rail and water transportation systems.

"Among the plans which doubtless will be proposed are the following: (1) Continuance of the present plan of federal control; (2) public ownership of carrier property with private operation under regulation; (3) private operation under regulation with governmental guarantees; (4) reversion of private control and management under regulation; and (5) public ownership and operation. Additional plans and modifications or combinations of those enumerated might be listed.

"If the policy of private ownership and operation under regulation is continued, the following subjects will require legislative consideration: (1) Revision of limitations upon united or cooperative activities among common carriers by rail or by water; (2) emancipation of railway operation from financial dictation; (3) regulation of issues of securities; (4) establishment of a relationship between federal and state authority which will eliminate the twilight zone of jurisdiction and under which a harmonious rate structure and adequate service can be secured, state and interstate; (5) restrictions governing the treatment of competitive traffic; (6) the most efficient utilization of equipment and provision for distributing the burden of furnishing equipment on an equitable basis among the respective carriers; (7) a more liberal use of terminal facilities in the interest of free movement of commerce; and (8) Limitations within which common carrier facilities and services may be furnished by shippers or receivers of freight."

"Should the policy of public ownership and operation be adopted, there must be considered: (1) The just and fair price at which, and the terms under which, carrier properties are to be acquired; (2) prohibiting the operation of railways as a fiscal contrivance, insuring their administration in the interests of the convenience and commerce of the people, requiring that they shall be self-supporting, and that their rates shall be properly related to the associated cost of service, and retaining and extending the economies and advantages of large scale production in transportation; (3) responsibility and relationship of the railway administration to Congress and other federal authorities and to the states; (4) guarding against the intrusion of party politics into railway management; (5) a status for railway officers and employees under which the railway service will attract and retain the best talent; and (6) maintenance of a tribunal for the determination of controversies which will inevitably arise even under public operation.

"The above outline is a mere enumeration of some important points to be considered. We will at appropriate time report to Congress such information, suggestions or recommendations as we believe may be of assistance in solving the many and difficult transportation problems."

### ADVANCE PAY FOR AGENTS

To Be Based Upon a Minimum of \$70 per Month in Effect Jan. 1.

Director-General McAdoo's award with respect to rates of pay, rules for overtime and working conditions upon railroads under federal control for station agents whose regular assignment does not require the sending of receiving of train orders by telephone or telegraph, applies to approximately 2,500 employees.

There is established first, a basic minimum rate of \$70 a month and to this basic minimum, and to all rates of \$70 and above in effect January 1, 1918, prior to the application of general order No. 27, there is added \$25 a month. The only exceptions to this basic are in the cases of men who are paid \$20 a month or less for special service which only takes a portion of their time for outside employment or business, and all agents who receive a straight advance of \$25 a month.

Eight consecutive hours exclusive of the meal hours constitutes a day's work. Overtime for the ninth and tenth hour of continuous service is to be paid pro-rata. All after the tenth hour is to be paid for at the rate of time and one-half. The usual provisions with respect to right of appeal in cases of individual grievances are established.

### R. R. WAGE ADVANCE

Is Not Retroactive to January 1 Like the General Advance.

Director General McAdoo has ruled against consideration by the Board of Railroad Wages and Working Conditions of complaints filed by the Association of Railroad Employees asking that supplementary wage advances recently granted be made retroactive to January 1, 1918, as was the general wage advance of last May 25.

The general wage advance to railroad employees was made retroactive to the first of the year, and Mr. McAdoo declares that following the granting of the general increase it never was his intention to make supplementary advances retroactive for the same period.

### LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, November 30, 1918.

Ovens	In Works	Name of Operator	Address
MERCHANT OVENS			
182	Beatty	Mt. Pleasant Coke Co.	Greensburg
150	Brush Run	Brush Run Coke Company	Mt. Pleasant
150	Clare	Clare Coke Co.	Greensburg
100	Eden No. 1	Wheel Coke Co.	Uniontown
60	Eden No. 2	Wheel Coke Co.	Uniontown
100	Eldon	W. J. Rainey	New York
110	Fair Hill	W. J. Rainey	New York
10	Franklin	Summit-City Coke Co.	Connellsville
101	Gilmont	Gilmont Coke Co.	Uniontown
50	Grose	W. J. Rainey	New York
8	Helen	Samuel Lehr	Youngwood
145	Humphrey	Heck Creek Coke Co.	Uniontown
---	Imperial	Imperial Coal & Coke Co.	Uniontown
40	Marie	Maple Coke Co.	Uniontown
260	Mt. Bradlock	W. J. Rainey	New York
210	Mt. Pleasant	Mt. Pleasant Coke Co.	Greensburg
32	Myles	Brownfield-City Coke Co.	Uniontown
33	Nellie	Brookside Coke Co.	Uniontown
40	Paul	W. J. Rainey	New York
50	Paul	W. J. Rainey	New York
40	Shirey	South Fayette C. & C. Co.	Uniontown
40	Thomas	Wheel Coke Co.	Uniontown
43	West Penn	West Penn Coke Co.	Pittsburgh
2,194			
FURNACE OVENS			
202	Adelaide	H. C. Frick Coke Co.	Pittsburgh
201	Alverton	H. C. Frick Coke Co.	Pittsburgh
151	Bagnaley	H. C. Frick Coke Co.	Pittsburgh
300	Bethel	H. C. Frick Coke Co.	Pittsburgh
110	Brander	H. C. Frick Coke Co.	Pittsburgh
152	Buckner	H. C. Frick Coke Co.	Pittsburgh
113	Cahoon	H. C. Frick Coke Co.	Pittsburgh
113	Cahoon	H. C. Frick Coke Co.	Pittsburgh
150	Central	H. C. Frick Coke Co.	Pittsburgh
400	Collier	H. C. Frick Coke Co.	Pittsburgh
400	Continental 1	H. C. Frick Coke Co.	Pittsburgh
215	Continental 2	H. C. Frick Coke Co.	Pittsburgh
120	Crossland	H. C. Frick Coke Co.	Pittsburgh
292	Davidson	H. C. Frick Coke Co.	Pittsburgh
179	Dorothy	H. C. Frick Coke Co.	Pittsburgh
161	Edela No. 1	H. C. Frick Coke Co.	Pittsburgh
250	Edela No. 2	H. C. Frick Coke Co.	Pittsburgh
300	Ford	H. C. Frick Coke Co.	Pittsburgh
255	Gardner	H. C. Frick Coke Co.	Pittsburgh
249	Juniata	H. C. Frick Coke Co.	Pittsburgh
205	Kyle	H. C. Frick Coke Co.	Pittsburgh
432	Laisserine	H. C. Frick Coke Co.	Pittsburgh
400	Laisserine 2	H. C. Frick Coke Co.	Pittsburgh
202	Laisserine 3	H. C. Frick Coke Co.	Pittsburgh
215	Leith	H. C. Frick Coke Co.	Pittsburgh
207	Lemont No. 1	H. C. Frick Coke Co.	Pittsburgh
205	Lemont No. 2	H. C. Frick Coke Co.	Pittsburgh
207	Mannheim	H. C. Frick Coke Co.	Pittsburgh
258	Marguerite	H. C. Frick Coke Co.	Pittsburgh
171	McKee	H. C. Frick Coke Co.	Pittsburgh
156	McPherson	H. C. Frick Coke Co.	Pittsburgh
256	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburgh
252	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburgh
364	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburgh
400	Phillips	H. C. Frick Coke Co.	Pittsburgh
321	Shadyside	H. C. Frick Coke Co.	Pittsburgh
415	Shadyside	H. C. Frick Coke Co.	Pittsburgh
320	Southwest 1	H. C. Frick Coke Co.	Pittsburgh
100	Southwest 2	H. C. Frick Coke Co.	Pittsburgh
204	Southwest 3	H. C. Frick Coke Co.	Pittsburgh
201	Standard	H. C. Frick Coke Co.	Dunbar
110	Standard-Solva	H. C. Frick Coke Co.	Dunbar
62	Stearns	Stearns Iron Co.	Uniontown
424	Trotter	H. C. Frick Coke Co.	Pittsburgh
145	United	H. C. Frick Coke Co.	Pittsburgh
166	Valley	H. C. Frick Coke Co.	Pittsburgh
35	White	Hostetter-City Coke Co.	Pittsburgh
352	Whitney	H. C. Frick Coke Co.	Pittsburgh
200	Wiley	H. C. Frick Coke Co.	Pittsburgh
560	Yerkrum	H. C. Frick Coke Co.	Pittsburgh
245	Youngstown	H. C. Frick Coke Co.	Pittsburgh
11,627			

### JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

### Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.

Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON  
MOYER  
VOLCANO  
LATTON

EIGHT  
PLANTS:

KINGSTON  
ENAMEL  
WILLIAM  
COLUMBIA

CONNELLSVILLE, PA.

### We Have Ready for Immediate Shipment

#### ON RUSH ORDERS.

5 cars 3x5-5½ ft. mine ties  
4 cars 4x5-5½ ft. mine ties  
2 cars 4x6-5½ ft. mine ties  
2 cars 6x7-5½ ft. mine ties

#### POSTS OF ALL SIZES AND LENGTHS.

E. E. ELLENBERGER,

Warrensburgh, Pa.

### GAS COMPANY LOSES IN CONTENTION OF "NO JURISDICTION"

The Superior Court of Pennsylvania has dismissed the contention of the Fayette County Gas company that the Public Service Commission has no jurisdiction in the matter of an increase in rates announced by the gas company some time ago and now in effect.

Some time ago when the Fayette County Gas company announced a raise in rates, the Trades & Labor council filed a protest with the Public Service Commission. The gas company claimed the commission had no jurisdiction over its action as the company was doing an interstate business and filed an appeal with the Superior court.

The effect of the decision is to put the matter back where it was when the fight against the rate increase was begun and opens the way for a belated investigation as to whether the rates were necessitated.

## CANADA PREPARING TO UTILIZE ITS VAST LIGNITE DEPOSITS

Will Be Carbonized Into a Kind of Coke Then Briquetted.

## IS EQUAL TO ANTHRACITE

Is the Claim of Discoverers of the Process, While the Product Will Command a Price of \$7 Per Ton at Retail; Large Plant to Be Built.

The order-in-council, just issued by the Canadian government, by which is created a lignite utilization board for the Dominion, is further evidence of the foresight with which Sir Robert Borden and his colleagues are providing for the needs of the country. For many years past, it has been one of the anomalies of Canadian economics that whilst the Dominion has fuel resources second only to those of the United States, the greatest coal-producing country in the world, it imports, and always has imported, about 50 per cent of its fuel. Most of this fuel is brought into the country over immense distances, unnecessarily absorbing labor and transport facilities urgently needed in other directions, and adding enormously to the cost of the fuel itself.

Long before the war, the absurdities of such a system were apparent to anyone who stopped to consider the matter, but the necessity for conservation in all directions imposed by the war has emphasized the need of a change, and has brought under the consideration of the authorities many schemes for the development of Canada's own fuel resources. Amongst the questions which have thus been forced to the front is the much discussed matter of the utilization of the Dominion's vast lignite deposits. In the original state these deposits can be used only when freshly mined, and, even then, the lignite as it comes from the mines is not suited to household purposes. By a process of carbonizing, however, the material may be converted into a kind of coke or charcoal, which is readily briquetted. When thus treated, the resultant product is a fuel equal in heating value to anthracite, with the additional advantage that it may be sold at \$7 a ton, and a just profit obtained from it at that price.

Some time ago, the committee appointed by the government to inquire into the matter reported that the art of producing these carbonized briquettes had passed the laboratory stage, that no further information could be obtained from laboratory methods and that the producer must face the question, often a very different one, of working out the results obtained in the laboratory on a large commercial scale in other words putting theories to a practical test.

This is the great task which the Canadian government has now undertaken, and it is welcome to find that the matter is to be pushed forward with energy. The Province of Saskatchewan, the balancing point for the fuel from the East and the West, has been chosen as the scene for the initial enterprise. After full investigation has been made of all the machines and processes at present available, the board will construct or contractor, a plant of commercial size adjacent to the great lignite mines of Southern Saskatchewan, and will, at the earliest possible moment, begin to distribute the output through the ordinary channels of trade.

The whole question is, of course, very much a matter for the expert, but it is not doubted, by those who have given the matter any study, that a great future lies before such an industry.

The development of the work to be carried out by the Canadian government will be watched with interest, not only by the people of the Dominion, but by many outside its borders.

## GIFTS TO EMPLOYEES

Of Railroads is Crowned Upon by Director General McLeod.

Director General of Railroads McAdoo objects to gifts to railroad employees in a circular issued a few days ago over his signature which says:

"A practice has grown up by which officers and employees of railroads have been given Christmas and other holiday presents by shippers, and by business houses who furnish supplies and materials to railroads."

"While in many instances these presents do not represent material value, yet the practice is essentially objectionable, and it is the policy of the Railroad Administration that it should be discontinued entirely."

## FRENCH FURNACES

And Other Industries Will Have to be Practically Re-built.

Because of the systematic destruction of industrial plants of all kinds in the sections of France occupied by the German army it will be necessary to rebuild practically every blast furnace, steel mill and all manufacturing plants.

To provide for this reconstruction it is estimated that during the next two to four years France not only will need an amount of steel equivalent to her prewar capacity, but in addition 5,000,000 to 8,000,000 tons a year for reconstruction. The later tonnage, it is expected, will be obtained from the United States and England.

## GIRL REWARDED

For Saving Pennsylvania Train from Wreck at Mt. Braddock.

Mrs. Stella Vensel who several weeks ago saved a Pennsylvania train at Mount Braddock by frightening way men placing ties on the track was rewarded a check for \$50 from the railroad company.

## CARSON FILES A COUNTER ACTION AGAINST MARKELL

Dividends of \$74,000 Drawn from the Northern Connellsville Coke Co.

In 1917, is Allegation.

The controversy between S. A. Carson of Greensburg and F. E. Markell of Connellsville, stockholders in several coal and coke concerns, took a new angle Friday when Carson filed a bill in equity in Uniontown asking for an accounting of the Northern Connellsville Coke company, in which he is a stockholder and which he claims are stockholders. In a previous suit Markell asked for an accounting and the appointment of a receiver for the Pennsylvania Fuel company in which each is interested, claiming that Carson and G. M. Hochheimer by their control draw exorbitant salaries and are seeking to ruin the credit of the concern.

Carson claims Markell during the year 1917 drew approximately \$74,000 in dividends from the Northern Connellsville Coke company and that corresponding amounts were paid to other stockholders of record. "Without any reason or shadow of right," the bill continues, "Markell has drawn from said corporation an salary the sum of \$500 per month which appropriation to himself in the guise of this exorbitant and unreasonable salary, is an unlawful and unconscionable appropriation of the funds of the corporation to his use, and a fraud upon the corporation and the minority stockholders thereof."

Further charge is made by Carson that Markell during the past year has assumed control of the Northern Connellsville Coke company without reference to the board of directors.

Carson asks that Markell be required to account for all profits and accumulations of the company during the year 1918 and that Markell be ordered to repay to the corporation all money which has been drawn by him in salary since the first day of March, 1918.

The Northern Connellsville Coke company is capitalized at \$30,000 and has its general offices in Connellsville. The stock is divided into 300 shares of which 275 are held by Markell, 25 by Carson and two by M. D. Flanigan.

## J. T. LANDYMORE NEW GENERAL YARDMASTER AT DICKERSON RUN

Takes Place of C. E. Blanchard Named to Similar Position on McKeesport Division; Other Changes.

Several changes in officials of the Pittsburg & Lake Erie railroad have been announced in notice posted at Dickerson Run.

H. H. Sproat, general yardmaster of the McKeesport division, which includes Glassport, has been made assistant trainmaster, with headquarters at McKeesport, succeeding Ernest Roberts, transferred. C. E. Blanchard, general yardmaster at Dickerson Run, succeeds Mr. Sproat, and J. T. Landymore, assistant general yardmaster at Dickerson Run, takes the place of Mr. Blanchard. Mr. Blanchard came to Dickerson Run eight months ago from Monessen, where he was general yardmaster, taking the place of J. F. Montgomery, who returned to his old place of conductor.

At the scales office at Dickerson Run J. L. Thomas, general agent, has retired, going with the same company at Youngstown, Ohio, and is succeeded by A. C. Brown, former chief clerk to Mr. Thomas. The new official is termed scales agent instead of general agent. William F. McManus becomes chief clerk. Several other changes resultant from the above are in prospect.

Mr. Thomas, the former agent, was with the company at Dickerson Run for 35 years, 30 years of this time as general agent. Prior to that time he was chief clerk to W. H. Thomas, who is now agent for the Pittsburg & Lake Erie and Western Maryland in Connellsville. During 30 years of his residence at Dawson, Mr. Thomas had been treasurer of the Methodist Episcopal church. He has purchased a home at Youngstown. The new agent, Mr. Brown, has been with the company for 22 years. He formerly was employed on the Confluence & Oakland branch of the Baltimore & Ohio.

## ROUNDHOUSE RUSHED

Large Force of Men at Work on Smithfield Structure.

Seventy men in the employ of Frainey Brothers & Haigley are at work on the construction of the Baltimore & Ohio roundhouse at Smithfield, says The Courier correspondent there.

Plans for the building have been changed. Instead of brick the superstructure will be of wood. Carpenters are now framing the timber.

## INDUSTRY RESUMES.

Scottdale Tin Plate Plant Active After Six Weeks' Shutdown.

SCOTTDALE, Dec. 2.—The Scottdale plant of the American Sheet & Tin Plate company idle for several months on account of the cutting off of its supply of bar steel because of war restrictions, resumed operations today. Six mills are running. Employees distributed during the suspension among other plants of the company were recalled last week and everything is said to be going smoothly and as of old. Large shipments of bars were received last week.

Orders are said to be on the books sufficient to insure steady operation for an indefinite period. The Scottdale plant is classified among the export operations of the Steel Corporation. Its product goes chiefly to Japan and South American countries.

With the lifting of export restrictions the outlook is bright, it is understood, for a long time.

Have You Coal Land for Sale?

If so, advertise it in The Weekly Courier.

## CHANGES AMONG B. & O. OFFICIALS IS NOW IN EFFECT

A. E. McVicker is Made Assistant Superintendent of Local Division.

## TAKES PLACE OF STONE

Letter is Given Another Position But Announcement is Withheld for the Time: T. J. Ward Becomes Trainmaster; C. A. Cage Goes to Somerset

Effective last Friday A. E. McVicker, who has been trainmaster here, will become assistant superintendent of the Connellsville division of the Baltimore & Ohio railroad. He succeeds C. M. Stone, who has been given another position, no announcement of which has yet been made.

The new assistant superintendent has been located here for about a year, coming from Somerset. He has been in the service of the railroad company for 12 years. He was first employed when 20 years old. He is well known on the division and is

## LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, November 30, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
40	Adah	West Penn-Payette Coke Co.	Greensburg
400	Alida	W. Harry Brown	Alida, Pa., Co.
233	Allison No. 1.	W. J. Radney	New York
200	Allison No. 2.	Radney	Pittsburgh
125	American No. 1.	Radney	Pittsburgh
240	Bethel	Heuberry-Heuberry	Pittsburgh
40	Bethel	The Wilkey & Fenster C. Co.	Unifontown
42	Bellefonte	Bellefonte Coal & Coke Co.	Pittsburgh
257	Besco	Champion Gas Coal Co.	Pittsburgh
20	Browning	Browning Coke Co.	Unifontown
50	Buckhannon	Buckhannon Coke Co.	Bethel
34	Burchfield	Clark Coal Co.	Bethel
205	Century	Cashier Coke Co.	Brownsville
40	Champion	Champion C. C. Co.	Unifontown
120	Crystal	Champion C. C. Co.	Pittsburgh
256	Denoil	Delaware Coke Co.	Pittsburgh
144	Dickinson & 21	Dickinson C. C. Co.	Pittsburgh
140	Donald 1	Consolidated C. C. Co.	Unifontown
143	Edina	Walterburg Coke Co.	Unifontown
22	Emory	Sunbeam Coal & Coke Co.	Unifontown
22	Fairley	Jas. Byrne & Co.	Unifontown
50	Fretz	South Fayette Coke Co.	Unifontown
119	Glen	Keim-Cordova C. Co.	Councilbluffe
58	Gondine	Connellsville Coke Co.	Connellsville
200	Grimm No. 1	Heuberry	Connellsville
210	Herbert	Heuberry	Pittsburgh
210	Hilldale	Westmoreland Gas Coal Co.	Pittsburgh
45	Hillman	McKeesport C. C. Co.	Connellsville
26	Hopewell	John Hopewell Co.	Unifontown
194	Hoover	L. C. Connellsville Coke Co.	Connellsville
38	Hope	L. C. Connellsville Coke Co.	Connellsville
135	Hustand	U.S. Steel-Semans C. & C. Co.	Unifontown
260	Isabella	Medi Coal & Coke Co.	Pittsburgh
24	Jubilee	Junior Coal & Coke Co.	Unifontown
110	Koon	Union Connellsville Coke Co.	Connellsville
220	Lafayette	Union Connellsville Coke Co.	Connellsville
20	Lambert	Atkins C. C. Co.	Pittsburgh
400	Lincoln	Lincoln Coal & Coke Co.	Pittsburgh
218	Little Gem	The Bissell Coal & Coke Co.	Pittsburgh
50	Low Dies	Civille Central Coke Co.	Pittsburgh
34	Mac	Luzerne Coal & Coke Co.	Pittsburgh
132	Menallen	Southern Coal & Coke Co.	Pittsburgh
50	Mt. Hope	Mid-Hope C. C. Co.	Unifontown
60	Murphy	Richard C. C. Co.	Connellsville
100	Old Home	W. J. Parrish	Unifontown
400	Parsons	Orient C. C. Co.	Connellsville
202	Patterson	Reed C. C. Co.	Connellsville
10	Perry	Perky Coke Co.	Pittsburgh
71	Plumer	Plumer C. C. Co.	Unifontown
101	Poland	Poland Coal Co.	Pittsburgh
120	Rick Hill	Rick Hill Coal & Coke Co.	Connellsville
365	Royal	Royal C. C. Co.	Pittsburgh
240	Rutherford	Rutherford Coal & Coke Co.	Pittsburgh
30	Seppen	Buttly-Callahan C. & C. Co.	Unifontown
275	Starlight	Taylor Coal & Coke Co.	Unifontown
212	Stanard	Pajetta Coke Co.	Unifontown
310	Sterling	Consolidated Civille Coke Co.	Connellsville
10	Stone No. 2	McKeesport C. C. Co.	Connellsville
400	Thompson 1	Thompson-Civille Coke Co.	Pittsburgh
103	Thompson 2	Thompson-Civille Coke Co.	Pittsburgh
220	Tower Hill 1	Tower Hill C. C. Co.	Unifontown
332	Tower Hill 2	Tower Hill C. C. Co.	Unifontown
34	Virge	Byrne Co. J. & Coke Co.	Pittsburgh
50	Washington 1	Washington & Coke Co.	Youngstown
500	Wells	Wells	Youngstown
76	Winstead	Hannan-Wells C. C. Co.	Unifontown
60	Winnard	Winnard-Gilmore C. & C. Co.	Unifontown
36	Yukon	Whitel C. C. Co.	Unifontown
5,812	0,869		

## FURNACE OVENS

120	Atcheson	Republic Iron & Steel Co.	Gens.
105	Bridgeport	C. C. Frick Coke Co.	Pittsburgh
470	Burke	Brier Hill Coke Co.	Brier Hill
244	Bur		



## SERGEANT CHUBBOY KILLED, ALSO CORPORAL LAPHEW, SAYS LETTER SENT BY A COMRADE

"Fell in Last Fight," Writes  
Corporal Joseph W. Easton,  
October 27.

### CHUBBOY LISTED MISSING

Name appeared in This Classification  
in Casualty List Few Days Ago.  
Corporal Lapew Had Resigned  
Writer of Letter as He Lay on Field

The death in action of two more members of Company D 110th Infantry is reported in a letter written from American Red Cross Hospital No 1 on October 27 by Corporal Joseph W. Easton Jr. of that command to his parents Mr and Mrs Joseph W. Easton of Trevor street. In this letter Corporal Easton says

Pat McNameus was just in to see me. You know his father used to run the Altman hotel in Uniontown. He told me that Sergeant Chubboy and Corporal Lapew were killed in their last fight.

I certainly was sorry to hear of the death of those two fellows for they were both pals of mine and the best kind of men. Poor old Chubboy after fighting so hard to get over here it don't seem square does it?

Sergeant Chubboy whose name appears in the official casualty list 10 days or so ago as missing in action was one of the best known and most popular members of Company D. Corporal Easton's mention of his hard fight to get over here refers to the day occasioned in sailing due to failure to receive proof of the naturalization of Sergeant Chubboy's father. This proof arrived a few days after Company D sailed and Sergeant Chubboy was sent across with other troops. After arriving in France he had considerable difficulty in reaching headquarters of the 110th and it was only after an accidental meeting with Lieutenant Colonel E. R. Edge of the Medical Corps that he was enabled to rejoin his command.

Corporal Ernest C. Lapew aged 22 at the time of his enlistment in Company D before it was moved to Camp Hancock to training was a resident of East Pittsburg. He was promoted to first class private and was promoted to corporal after the 110th reached France.

That he had the same kind of courage and grit other members of Company D have shown on many occasions during the war is proven by an incident related in a letter written by Corporal Easton on October 29 two days before he heard of his friend's death. Having become a bit homesick by his long separation in the hospital Corporal Easton wrote

I would like to see some of the old boys. You know after one goes over the top a few times and sleeps in shell holes and fights side by side with a jolly good bunch you learn to love them like brothers or even more so. There is one fellow a pal of mine in Company D Corporal Lapew. Well, after I was wounded and had been lying out in No Man's Land for some hours with the machine gun bullets hitting all around me and the big shells dropping real close he came out and endangered his own life to get me back to safety.

He and I have always tried to get ahead of one another in the fights we have always been the best of pals and he is the best ticker I ever saw. Going over the top takes courage but it is not the worst thing to be done you know. And when it is for a good cause we don't mind it at all.

Council-ruled and I mention need not be ashamed of the company of boys who represent them in France for everyone is ready to lay down his life for the good and noble cause.

### JACOB GEISLER IS DEAD OF PNEUMONIA

Jacob Geisler died in France of pneumonia according to a telegram received at Broad Ford yesterday from the War Department. At the time he was drafted Geisler was residing at Broad Ford since then his parents Mr and Mrs Andrew Geisler moved to Collier.

On Wednesday Geisler's sister Mrs Samuel Dane and her infant child died of influenza and four more of the Dane children are in an emergency hospital suffering from the same malady. Mr Dane was formerly manager of the Union Supply company's store at Broad Ford and his family is well known in that community.

### ADELAIDE SOLDIER DIES FROM WOUNDS

Mrs August Market of Adelaide received a telegram from the War Department stating that her son Private Walter Joseph Market died October 12 from wounds received in action in France. Private Market was in Company B 11th Machine Gun Battalion. He received his training at Camp Lee leaving for that camp on Aug 29. He was a cook when at Camp Lee. The young soldier was well known in Edna Jade and Connellsburg. He is survived by three sisters and two brothers.

### DIPS IN GERMANY

MILITARY HOSPITAL

J. S. McIntyre of Garrett has recovered official notice that his son Private William G. McIntyre previously reported wounded and taken prisoner by the Germans died of blood poisoning on August 27 in a German military hospital.

### MYERSDALE SOLDIER REPORTED WOUNDED

John Lower of Myersdale received word Wednesday night from the War Department that his brother Corporal Harry F. Lower had been wounded in action. This is the second member

## VETERAN EMPLOYEE OF B. & O. KILLED IN AUTO MISHAP

### C. W. CRIM STRUCK BY CAR IN ARCH STREET AND DIES AT HOSPITAL

### 35 YEARS IN THE SERVICE

### FORMER SOMERSET DENIST IS KILLED

Captain W. M. Augustine a former well known dentist of Somersett was killed in France by an accidental explosion on October 11. At the time he entered the army Dr Augustine was located at Hagerstown Md.

**CAPTAIN IRVING CRIM** — **OLIE LIEUT SCHELL'S SAFETY**

Writing to his mother under date of September 22 Captain W. Curtis Truxal says that the best news he has is the arrival of Lieutenant Wilbur Schell. He said he was afraid he had been killed and almost fell over when they brought him in. Captain Truxal and Lieutenant Schell both members of Company C of Somerset were taken prisoners by the Germans on July 15.

**CHARLES VINCENT IS KILLED IN ACTION**

Charles Vincent the only brother of John W. Vincent of St. Junction was killed in action in France according to a message from the War Department.

**ADOLF WOOD, COMPANY D IS GASSSED**

Charles Ardesky son of Mr. and Mrs. Andrew Ardesky of Adelaide was wounded in action according to a letter received by his priest. Young Ardesky was a member of the 319th Infantry. James Boyd another Adelaide boy attached to the 319th Infantry was also wounded in action according to word received by his mother Mrs. Thomas Boyd.

**LEO WOOD, COMPANY D**

Mrs. Thomas Wood of Uniontown has received word that her son Leo Wood of Company D 110th Infantry had been severely gassed. Letters written by the wounded soldier state he's getting along nicely.

### DAWSON HOSPITAL CLOSED; BURGESS THANKS WORKERS

**Volunteer Work Done by People of Community During the Influenza Epidemic Executive Gets Large Reward**

As executive of the borough of Dawson Burgess L. M. Melinger has issued a statement of thanks to those who aided during the influenza epidemic. The Burgess says

During this month of November and the previous month of October the deadly Flu which is more than an epidemic which may properly be termed a pestilence the worst that has ever visited our country was sweeping from one end of the land to the other carrying suffering and death in its wake. In our community scores of families were its victims. The physicians who knew the situation best urged the establishment of an emergency hospital. A number of citizens met and decided that the Dawson banquet hall was the proper place. A goodly number of willing workers came and the place was quickly prepared to receive the sick seven of whom were brought in the first day. Three of these died which makes us feel that perhaps we did not start our work quite soon enough. Each day there to the sick were brought in. Our good number of good workers were summoned by still others and as death visits the place as it did the eight time every worker refused what a pernicious situation faced them. But no one faltered over work for indeed a good though some were themselves taken down with dead malady. The committee in charge selected such a noble band of workers still more thankful is that the pestilence had sufficiently subsided to permit the closing of the hospital last evening November 26.

At this auspicious Thanksgiving we wish to tender our heartfelt thanks to all our good people in helping in any manner to care for the sick and the infirm without remuneration as the Connellyville papers are read in every household in our vicinity through the courtesy of the editors of these they are held in high esteem.

As a further recognition of those who came and worked we append hereto their names. Mr. Carlie Haas Mr. William Haas Mr. M. L. Straub Mr. J. B. Henderson Mrs. C. R. Owens Ms. Blanch Howe Miss Ruth Johnson Miss Mary Mazzocco Miss Ross Mazzocco Miss R. J. Forker Ms. Harry J. Bell Mrs. Jessie Hazlett Mrs. J. H. Listerford Mr. Otto Haas Mr. John Gibson Mrs. Ernest Beatty Mrs. Marie Lewis Miss Maria Bailey Miss J. L. Butterman Miss Hunkel Mrs. Ruth Etch Mrs. Margaret Ramsier Miss Fulmer Mrs. W. H. Moore Mrs. H. A. Baum Miss Josie Newcomer J. Allen Crawford William Mollison A. J. Van Horn Robert Newmyer Mike Rice Herbert Burns John Zimmerman Bruno Mondello and A. C. Vosser.

Among those who helped in a monitory manner are Miss Sarah B. Coker Mr. Frank A. Tar Otto Haas William Haas C. H. Worthington G. B. Cooley the Slag Dump Workers C. H. Painter Miss Ethel Painter Joe Russell and others.

### SHOOTS OFF FIREARMS

Incident discharge of a gun while hunting cost two fingers for Benjamin Holland aged 16 of Mount Braddock. He also sustained an injury to the right arm. He was admitted to the Uniontown hospital.

If you have coal land for sale advertise it in The Weekly Courier

## NURSE PREFERS FULL GROWN "COOTIES" TO KIND STARTING LIFE

### Former Connellsburg Girl in France Relates Experiences in Letter to Friend

How Miss Bertha S. Brown formerly a Connellsburg professional nurse but later of Morgantown and Uniontown but tied with the cooties transferred from wounded soldiers to her adopted in a letter to a friend the Red Cross nurse expresses preference for the full grown cooties rather than the babies just earning to walk. But then this is what she writes in her cootie experience.

I came to my room the other night scratching and digging as usual. Of course we do not have bathtubs here so I took my bath tub (only a bucket) to the kitchen to get some hot water. I sat in the middle of the floor took off my clothes and made one grand hunt for cooties. We don't mind the bus ones as much as the babies just learning to walk. Give me the big ones every time.

Other interesting portions of this nurse's letter follow:

We are very busy here. We have 300 Huns in our camp. Some are only 10 years old. There has been a little Spanish influenza here but it is far worse in German camps. I wear a bumber of blankets now but I don't mind them as they belong to our camp. I will send that German helmet as soon as I have.

I am having the time of my life with French money. When I first got here (Base Hospital No 3) I would ask how to get certain articles and they would say 20 francs or so and I could do was to open my pocketbook and let them take it out, but I am learning a little more about it and think I will be able to go to town and get what I want without any trouble. And what I want is candy, milk and ice cream. We stayed over night in Paris shortly after I came here and the night after we left Old Bill's airbase stayed the night.

Another letter which was written on a rainy night says:

I wish you could see me. I have on a rubber coat and hat just like the French wear. They say we are not far from the front. I like it very much here and am glad I came because our boys sure were glad to see me. I am on night duty and I am glad I have that duty now as it is pretty cool here already. Miss Lambeth my room mate is also a nurse. We have in dual beds. We also have a sleep bag which was issued when we left New York. We have a box with two shelves in it which are our wash stands. We also have two chairs. We don't have carpet because it is not the style in the Army. We don't have any lights after 10 P. M. I have a lantern which burns in the wards at night and am just as happy as if I had a dozen electric lights. Tell all he folks to write me. With love.

Widmer was arrested.

Mr. Crim was born at White Hall W. Va. June 14 1889 a son of the late Mr. and Mrs. John A. Crim. He spent his earlyhood in White Hall and at the age of 21 years he came to Connellsburg residing here since. For 30 years he was water station repairman for the Baltimore & Ohio railroad and was a member of the Baltimore & Ohio Veterans Association. He was also a member of the Trinity Lutheran church.

Mr. Crim was married 10 years last February to Miss Alice Newcomb of White Hall W. Va. who survives with her following children Mrs. Margaret Roemer Mrs. Sue Baier all of Connellsburg Charles A. Crim of Ashland O. Lois Esther and Ellis Crim all at home. Four grandchildren two sisters Mrs. Sadie Coulter of Martinsburg W. Va. and Mrs. Jessie Edwards Summit Point W. Va. and one brother John Crim of Martinsburg W. Va. Mr. Crim's mother died about a year ago. He was but a small child when his father died.

### STEPHEN TODD WOUNDED

**Boches Get Brother Soldier in the Arm Neck and Leg.**

Andrew Todd a trustee of St. James Hungarian Roman Catholic church has received a letter from Tom L. Copeland arms Scripture reader telling him that his son Stephen A. Todd of Trotter was wounded and is in Ward No 4 General Hospital No 13 in France. The letter was written on November 4 and reads as follows:

What do you think I can today? Two real live American girls. They told me they were from Pittsburgh and then I was happier still. I talked to them for a long while and I certainly hated to leave them. It had been so long since I had talked to an American girl that I hardly felt right. I am all out of practice. I will have to study up a little.

I have something today that seems very strange to me. I lost 14 pounds in getting it. It was a good batch. It's certainly a great experience. There you will have been informed officially that he has been wounded in the neck and leg. He just came to this hospital so one cannot say much about his wounds. However he is quite cheerful when I saw him and no doubt if he gets along will be well soon he will be sent to England. I have put the number of the ward above so that you can write. Please write quite quickly as the boys love to get mail from home. Your son has splendid nurses and doctors here. This is the Harvard U. S. A. unit which is working a British hospital and an American chaplain. I am sure you remain proud of your boy and thank God he is spared. Your son sends his best love hoping all is well.

Todd was born in Connellsburg in 1891 and was working at Trotter previous to entering the military service.

### S. A. T. C. TO DISBAND

**Order to Demobilize in Effective on Next Monday**

Orders have been issued by the War Department to demobilize the Student Army Training Corps at the various colleges throughout the country where upwards of 150,000 young men of draft age are receiving training with a view to qualifying them for admission to the officers' training schools in the Army Navy and Marine Corps.

A further recognition of those who came and served we append hereto their names. Mr. Carlie Haas Mr. William Haas Mr. M. L. Straub Mr. J. B. Henderson Mrs. C. R. Owens Ms. Blanch Howe Miss Ruth Johnson Miss Mary Mazzocco Miss Ross Mazzocco Miss R. J. Forker Ms. Harry J. Bell Mrs. Jessie Hazlett Mrs. J. H. Listerford Mr. Otto Haas Mr. John Gibson Mrs. Ernest Beatty Mrs. Marie Lewis Miss Maria Bailey Miss J. L. Butterman Miss Hunkel Mrs. Ruth Etch Mrs. Margaret Ramsier Miss Fulmer Mrs. W. H. Moore Mrs. H. A. Baum Miss Josie Newcomer J. Allen Crawford William Mollison A. J. Van Horn Robert Newmyer Mike Rice Herbert Burns John Zimmerman Bruno Mondello and A. C. Vosser.

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### EXPERIENCE IS GREAT

Woman Takes \$5,000 for His Son John Smith Writes Sister

A letter from John S. Smith Company A 104th Ammunition Train to Mrs. J. R. Dunson his sister dated November 5 says:

We are back from the front for a short time. We certainly were in it for a while. We were under shell fire four or five times. We have been very lucky. Our division has made a mark for it self.

What do you think I can today? Two real live American girls. They told me they were from Pittsburgh and then I was happier still. I talked to them for a long while and I certainly hated to leave them. It had been so long since I had talked to an American girl that I hardly felt right. I am all out of practice. I will have to study up a little.

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### PETER MULLEN WOUNDED

**Trotter Soldier Struck in Leg by Piece of Shrapnel**

Writing to his mother Mrs. Peter Mullen states that he had been struck in the leg by a piece of shrapnel causing a slight wound on the right leg and that he was in the hospital getting along fine. He was wounded on October 18. The letter was written on November 4 and reads as follows:

Dear Mr. Todd I am writing at the request of your son Stephen. I suppose you will have been informed officially that he has been wounded in the neck and leg. I have just come to this hospital so one cannot say much about his wounds. However he is quite cheerful when I saw him and no doubt if he gets along will be well soon he will be sent to England. I have put the number of the ward above so that you can write. Please write quite quickly as the boys love to get mail from home. Your son has splendid nurses and doctors here. This is the Harvard U. S. A. unit which is working a British hospital and an American chaplain. I am sure you remain proud of your boy and thank God he is spared. Your son sends his best love hoping all is well.

Todd was born in Connellsburg in 1891 and was working at Trotter previous to entering the military service.

### GEORGE MEANS DIES

Well Known Young Man Victim of Pneumonia in France

A telegram received this morning by Mr. and Mrs. W. C. Means of Poplar Grove said their son George Means had died of pneumonia in France on November 9.

A letter received a few days ago said that a brother Jimmie had been killed in action. It is believed the wound is slight. The third son Chester is in France.

The demobilization which begins on next Monday will affect a large number of your men from this section who were induced into the training corps at institutions throughout the state on October 1.

## LIEUTENANT REID COMPLETES FLIGHT TO CONNELLSVILLE

Young Aviator Reaches His Home After a Series of Hindrances.

## HAD A STRENUOUS TIME

Flight Across Southern Pennsylvania Interrupted Several Times By Mountain Storms; Hundreds Witness His Arrival in This City Yesterday.

After being delayed by strong winds in crossing the mountains, Lieutenant Kenneth Reid of this city landed here Sunday morning. He flew here from Brindley Field, Long Island, landing nine times in order to get gasoline and on account of the high wind velocity. He is now at the home of his mother, Mrs. J. M. Reid of West Peach street. He will return to the flying field in New York on either Tuesday or Wednesday.

Lieutenant Reid was accompanied by Sergeant Tourneau of Minneapo-  
lis, Minn., mechanician.

Lieutenant Reid's machine attracted much attention on its arrival here Sunday morning. The roar of the motor could be plainly heard and on every street people gazed skyward watching the big plane. After circling the city several times the aviator brought the machine down on Beer's farm, east of the city. Throughout the day there was a steady stream of people going to the farms to get a close view of the plane.

The machine in which Lieutenant Reid made the trip in a Curtiss biplane, driven by a 90-horse power engine.

After landing on the Beer farm, which site he selected from the air, Lieutenant Reid was brought to the city in the automobile of J. L. Evans.

In telling of his trip over the mountains, Lieutenant Reid said he had never been in such wild winds, experiencing much difficulty in getting over the tops of some of the mountains.

Leaving the Long Island field at 9:30 Wednesday morning he was forced to spend the night at Dover, having some slight engine trouble. After 40 minutes in the air Thursday morning he had to stop at Chambersburg, on account of a storm. Friday the high wind forced him to stop at Wells Tannery, near the northwestern boundary of Fulton county. There he had to tie the plane to the ground when he landed. Saturday he got as far as Rockwood where he was again forced to stop on account of the high wind. From that place he followed the Yough river to this city. He made the trip from Rockwood in about half an hour.

## JOSEPH A. YAHNER DIES

Well-Known Scottdale Man Stricken While in Military Training.

Joseph A. Yahner, 24 years old, one of the best known young men of Scottdale, died Tuesday at 2 A. M. o'clock in a hospital at Allentown of influenza pneumonia. He was taken ill while in military training at Lehigh University at South Bethlehem and had been in the hospital at Allentown and had been in November 15. His parents, Mr. and Mrs. V. W. Yahner, of Scottdale, who were summoned to his bedside, returned home last Thursday, believing their son to be out of danger. J. Alex Yahner, who had been with his brother since his illness remained. Late word was received by the family stating that the patient had suffered a relapse and Mr. Yahner left at once for the hospital. The body will be brought to Scottdale possibly tomorrow, after which time arrangements for the funeral will be made.

Mr. Yahner was born at Scottdale and spent all his life there. At the time he enlisted in military training he was employed in the engineering department of the H. C. Frick Coke Company at Scottdale, resigning his position to offer his service to his country. The deceased was a member of St. John the Baptist Roman Catholic church and of the Knights of Columbus of Scottdale. In addition to his parents he is survived by the following brothers and sisters: Frank A. Yahner, of Uniontown, J. Alex Yahner, an employee of the H. C. Frick Coke Company at Scottdale; Valie Yahner, attached to the Signal Corps, stationed at Fort Wood, New York; Mrs. J. A. Conway, of Scottdale; Miss Margaret Yahner, of Durby, Pa.; George, Eleanor and Mildred Yahner, all at home.

## DECEMBER COURT OPENS

Only Grand Jury in Session. Remainder of Term Being Contained.

With the smallest attendance in the history of court, due to the influenza epidemic, the regular December court convened Monday morning with only the grand jury meeting; the criminal court being postponed until March on account of the war chest drive in Fayette county.

Judge E. H. Reppert in making an address advised not only the grand jury but the constables as well to get in touch with their local solicitors for the war chest drive and assist them in every way possible towards the success of the drive. The grand jury will have only 1/5 bills of indictment, which is unusually small, to investigate. William H. Bins of Fayette City was appointed foreman of the grand jury by Judge Reppert.

Mrs. Fairbank Gets Divorce.  
Mrs. Ruth S. Fairbank on Saturday won an interlocutory decree of divorce from Douglas Fairbank, motion picture actor, in the supreme court at New Rochelle, N. Y. She was awarded the custody of their son, Douglas Fairbank, Jr., eight years old.

Advertise in The Weekly Courier.

## CORP. HORNE, HERO OF CHATEAU-THIERRY PAYS A VISIT HERE

Grandson, of Mrs. J. E. Stillwagon Does Not Know of Death of Brother Until After Landing.

Corporal Edward Horne of Knoxville, Pittsburgh, who was wounded in the battle of Chateau Thierry while serving with Company C, 11th Infantry, is in Connellsville visiting his grandmother, Mrs. J. Emmett Stillwagon of Fairview avenue, and other relatives while away from the General Army hospital in New Jersey on a 30-day furlough. Corporal Horne was treated for a badly shattered foot, struck by a Hun machine gun slug. The entire nerve center of the foot was shot away and for many days the brave young soldier lay waiting for the doctors to decide if he was to lose his foot or if they could save it. Corporal Horne will return at the end of his furlough to again undergo treatments for his wounded foot. He wears his foot in a plaster cast.

Early during the war Edward Horne, aged 24, and his brother, Raymond Horne, 20, enlisted with the brothers from Pennsylvania. The brothers were together constantly until the battle of Chateau Thierry when they were both badly wounded. Raymond had his right leg shot away. Both boys were sent back to the hospitals but to different stations. Raymond died of his wound but Edward did not know of his brother's death until he landed in America a few weeks ago.

It is possible that Edward's wound may in time, by grafting into the new set of nerves, heal, and he will again have the use of the injured limb, but the doctors do not over encourage him.

## ALBERT COTTON DIES

Was Former Dawson Teacher and Veteran of Civil War.

A telegram received by Dr. J. R. Cotton of Dawson announced the death Sunday at Cliffochette, Iowa, of his half-brother, Albert Cotton, a former resident of Dawson who left that community about 30 years ago and has since been living in the West.

Albert Cotton was born near Dawson February 25, 1846. At the age of 15 he enlisted in the Union army. He was captured and imprisoned at the New Creek prison at Richmond. On his release he re-entered the service as a member of the First West Virginia Light Artillery.

Following the war Mr. Cotton taught school at Dawson. After going west he was engaged in truck gardening. Of late years he had been retired, living on his pension. He was three times married. His third wife, a westerner, is living. There are a number of children. R. J. Cotton of Atchison, Fayette county, is a half-brother, and A. C. Cotton, of Courtland, Ohio, a full brother. Mr. Cotton was the eldest son of the late William Cotton of Dawson.

## The Grim Reaper

**MRS. THOMAS STRAUCH.**  
Following a week's illness of influenza, Mrs. Meryl Strauch, 32 years old, wife of Theo. Strauch, died Sunday at her home at Vanderbilt. The deceased was born at Broad Ford, a daughter of Mr. and Mrs. Wesley Goe, and had spent the greater part of her life at Vanderbilt. She was an International Bible student and was widely and favorably known in and about Vanderbilt. In addition to her husband she is survived by four children, Oreta, Wesley, Albert and Thomas Glen Strauch, all at home, her parents, Mr. and Mrs. Wesley Goe, of Vanderbilt; two brothers, Clayton Goe, at home; Glen Goe, of Youngstown, O., and one sister, Mrs. Harry Goodwin, of Vanderbilt.

**MRS. AGNES MORRIS.**  
The funeral services for Mrs. Agnes Morris, wife of George B. Morris, who died last Monday night, were held from her late home near Ohioport, Wednesday afternoon. Rev. Williams, pastor of the Lutheran church of Uniontown, conducted the services. The pallbearers were Robert and Owen Roil, brothers of the deceased, Harvey Morris, Walter McFarland, Henry Self and Norman Hall. Interment was made in the Lutheran cemetery at Chalk Hill.

**HOWARD HYATT.**  
Howard Hyatt died of pneumonia at his home at Star Junction Tuesday, November 26, aged 30 years one month and 26 days. He was well and favorably known throughout the vicinity of Star Junction, having resided there for several years. The deceased was a member of the Methodist Episcopal church and the Brotherhood of Railroad Trainmen. He is survived by his widowed mother, Mrs. Amanda Hyatt, two brothers, Norman Hyatt, of Scottsdale, and Albert Hyatt, of Vestaburg, and three sisters, Mrs. Ella Gerhart, of Somersett; Mrs. Martha Nickelson, of Confluence, and Mrs. Blanche Gearling, of Uniontown.

**MISS MARGUERITE WHITELY.**  
Miss Marguerite Whitley, 49 years old, died Sunday afternoon at the home of her sister, Mrs. James Nycum, in Uniontown, of pneumonia.

**MISS EDITH MORGAN.**  
Miss Edith Morgan, 30 years old, died Saturday at her home at New Salem of pneumonia. For some time past Miss Morgan had been an operator for the Bell Telephone company at New Salem. She was born in Wales and at the age of six years she came

## Coal Freight Rates

EFFECTIVE JULY 1, 1918.  
TO EASTERN POINTS.

	ORIGINATING DISTRICT		
Baltimore, Md.	Potomac	Fairmont	O'Hara
Chester, Pa.	2.70	2.55	2.00
Harrisburg, Pa.	3.20	3.05	2.50
Lebanon, Pa.	3.00	2.85	2.10
New York, N. Y. (37th St.)	2.80	2.63	2.40
New York, N. Y. (Bldyn.)	2.90	2.75	2.60
Philadelphia	2.00	2.45	2.29
Scranton Point	2.80	2.40	2.80
Syracuse, N. Y.	2.70	2.55	2.30
Santa Bethlehem, Pa.	2.70	2.55	2.40
Syracuse, N. Y.	2.70	2.55	2.30
To ATLANTIC PORTS via P. R. R.			
Greenwich, local	2.75	2.30	1.85
Greenwich, Export	2.20	2.05	1.80
St. George for Export	45	2.20	1.80
Philadelphia Coal Piers	2.26	2.20	
Philadelphia for Export	2.29	2.05	
Curtis Bay Piers	2.85	2.20	
Curtis Bay for Export	2.13	1.98	1.73

\*The Rate from points on the Monongahela River in the Fairmont group south of the Pennsylvania State line to Johnstown is \$1.40 per Net Ton of 2,000 lbs. from point of origin to destination.

The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pittsburgh, Virginia & Charleston and points on the Monongahela River Railroad.

The rates apply to shipments via the Baltimore & Ohio railroad.

The rates apply to shipments from points on the Pittsburgh, Virginia & Charleston Branch and from the Fairmont Region of West Virginia.

## WESTERN POINTS.

	UPPER GROUP	LOWER GROUP	(1)
Rate per Net Ton of 2,000 lbs.			
Dayton, O.	\$1.40	\$1.50	\$1.60
Chicago, Ill.	2.50	2.50	2.50
Cleveland, O.	1.50	1.50	1.90
Columbus, O.	1.50	1.60	1.74
Detroit, Mich.	2.00	2.00	2.10
Indiana Harbor, Ind.	2.50	2.50	2.50
Toledo	1.50	1.50	1.90
Youngstown, O.	1.10	1.10	1.10
Lake Ports	1.20	1.20	1.15

These rates apply in a general way to shipments from the territory described. There are, however, numerous extensions to the specific rates quoted and in cases before applying the rates given, the exact location of the mine from which the business will move, then refer to the tariff naming the rate in question.

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch and to including Buffadale, south to and including Brownsville and Hazelton on the Pittsburg, Virginia & Charleston and to New Castle, the Baltimore & Ohio and to and including Brownsville on the N. Y. & Penn. Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania Railroad south of Buffadale on the Pittsburg, Virginia & Charleston, except Hazelton and all Monongahela River Railroad points, New York Central points east of Buffadale, including Coopersburg, Franklin, and points on the Pittsburg & Ohio, Dawson to Point Marion, Pa.

## TAYLOR COAL & COKE CO.

## STANDARD CONNELLSVILLE COKE

Uniontown Pennsylvania

to this country. In addition her husband, father, William Morgan, of Chicago, one son, L. M. Deal of Indian Head, the deceased is survived by one sister, and two daughters, Mrs. Leroy Sparks of East Connellsville; Mrs. S. Brook of Somerset, Mrs. Deal morning from the home of Miss Annie Murphy, where he died, followed by interment in Cochran cemetery, Duncannon.

**MRS. WORLEY STEVENSON.**  
Following a several weeks' illness of influenza, Mrs. Worley Stevenson, 80 years old, of New Salem, died at the home of her step-daughter, Mrs. Newton Patterson, near Carmichaels.

**MRS. MARY MACH.**  
Mrs. Mary Mach, 30 years old, died Saturday at her home at Leisenring No. 1 of influenza.

**JOSEPH PITRELLI.**  
Influenza resulted in the death of Joseph Petrelli, 27 years old, this morning at his boarding house at Leisenring No. 1.

**ANNIE GIROSI.**  
Following an illness of influenza, Annie Girosi, 14 years old, died Saturday at her home in North street, West Side.

**MISS JOSEPHINE MASCARI.**  
Josephine contracted while visiting her sister, Mrs. Lizzie Carleto, in Chippewa, resulting in the death of Miss Josephine Mascari, daughter of Mr. and Mrs. Joseph Mascari of North Pittsburg street, on Saturday.

**HENRY TERASHER.**  
Henry Terasher of Star Junction died Friday evening at the age of 73. He was born at Mount Pleasant. Besides his wife he leaves the following children: John, Charles, James, Edgar, Mrs. Alice Thompson and Cora at Star Junction, and Mabel at Eric.

**LOUISE DOPPELHEUER.**  
Louise Doppelheuer, three years old, daughter of H. P. and Ida Romberg, of 122 Tenth street, West Side, died Monday night at the emergency hospital of pneumonia.

**HARRY L. MOORE.**  
Harry L. Moore, 28 years old, died Monday at his home near Leisenring No. 1 of influenza. The body was removed to the home of the parents of the deceased, Mr. and Mrs. J. L. Moore, 33 Jefferson street, where the funeral services will be held on Thursday afternoon at 2 o'clock.

**RAYMOND BLACK.**  
Following an illness of influenza, Raymond Black, five years old, son of New Salem, died early Monday morning. His father, Thomas Black, died last week of the same malady.

**MRS. ELIZA JANE KIEFER.**  
Mrs. Eliza Jane Kiefer, 60 years old, died Wednesday at the home of her daughter, Mrs. Eliza Christopher at McColland. She had been in poor health for five months.

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to the United States.

**EDWARD TWIG.**  
Following an illness of influenza, Edward Twig, 31 years old, died Wednesday at his home at Allison.

**MRS. MARY DAVIDSON.**  
Mrs. Mary Davidson, 70 years old, died Wednesday at the home of her daughter, Mrs. Eliza Christopher at McColland. She had been in poor health for five months.

**MISS KATHY GARRET PORTER.**  
Miss Kathy Garrett Porter, 12 years old, for many years a resident of Scottdale but lately of Uniontown died Saturday at her home at Indian Head, near

## The Connellsville